Lastly, the Member spoke about the distribution of water. He added that the present method of inspection by canal officers moving about in motor cars did not afford facilities to the ryots to represent their grievances to them and prayed that the tour programme of those officers might be published in the Gazette well in advance and posted up in several places. The practice of referring complaints against canal officers to those officers themselves did not produce any beneficial result, but made the condition of the ryots more wretched.

The maintenance work of the channels was not being attended to by the Public Works Department in time, which resulted in loss of cultivation. The Member prayed that repairs might be arranged to be attended to in time and in consultation with the leading and influential men of the locality.

Dewan's reply.—In regard to more canals, it is a matter for consideration by experts. I shall issue orders to the effect that the tour programme of the P. W. D. officers in charge of Kodayar irrigation should be published in advance.

56. Irrigation of certain portions of the Eraniel taluk.

Mr. Kanakku Matevan Krishnan (Member, Eraniel Taluk) brought to notice the condition of agriculture in the four *pakuthies* of his taluk not affected by the Kodayar scheme and depending for water supply on the rain-fed tanks in those *pakuthies*. The water supply from those tanks was very precarious and most of the tanks were silted up, no repairs having been done to them since the abolition of the Irrigation Maramat Department. As matters stood, harvest invariably failed for want of rain at the proper time. This was due to Government not taking any steps for the restoration and maintenance of the tanks upon which they solely depended for water for purposes of cultivation. It used to be the custom to allot separate funds for these tanks when the Irrigation Maramat Department was in existence and the practice stopped with the construction of the Pachipara Dam, as Government believed that water from the reservoir would be useful for these fields also. During the hot season, however, no water was available even for drinking purposes. These difficulties were pointed out at several sessions of the Assembly, but to no purpose. He referred to the Irrigation Conference at Nattalam at which the Peishkar was also present and said that they agreed to contribute to the restoration of tanks as the Peishkar gave them to understand that the people of Neyyattinkara and Vilavankod had agreed to contribute half the cost of the restoration of tanks in their taluks. But he said that the custom, so far as his taluk was concerned, was for the Government to restore these tanks at their own cost. Their assent to contribute was made under compulsion and they should be freed from contribution so far as minor irrigation works were concerned. Then coming to the Kodayar Project, the Member said that the Tiruvitancode channel, though designed to run a distance of 26 miles and 4,600 feet was now only 21 miles in length and stopped in Vazhvachagoshtam and that their petitions and representations to extend the channel to the remaining five miles had no effect till now. He represented that, as all the other channels had been opened and as they were willing to give land free of compensation, the work might be arranged to be taken in hand and completed soon so as to afford some relief to them. The work would not be very prohibitive. He referred to the work done by the Special Irrigation Officer, Mr. Viraraghava Aiyar, and said that if the Irrigation and the Revenue Departments co-operated with the Special Officer, more *puduvals* could be registered and cultivated.

The Member also prayed for a small canal being cut open from Erattakara channel near Rajakamangalam, thereby benefiting nearly 600 acres of wet lands. He said that the catchment area in the Kodayar reservoir had been registered and allowed to be cultivated by the Kanies who did damage to the trees. The Kanies should be evicted and the catchment area should not be registered. The Pachipara Dam should be raised by 10 feet. He prayed for :—

(1) the inspection of the tanks by the Dewan and their restoration in the order of urgency ; and

(2) the extension of the Tiruvitancode channel up to the 26th mile.

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Dewan's reply.—You seem to have agreed before the Peishkar to pay some contribution towards the restoration of irrigation works in your taluk. Government are not going to compel you to contribute. Government are aware that, according to custom, they have to bear the entire cost of such works in your taluk. At the same time, as you yourself point out, the difficulty lies in the way of finding the necessary funds for the restoration of these tanks. The cost is enormous, and if Government are to do the whole thing at their own cost, the process must be necessarily slow and gradual. I shall take up the question as early as possible.

In regard to Kodayar irrigation, you say that the Tiruvitancode channel should be extended. I see that an estimate is under preparation for the extension of the channel for about six miles. When the estimate is received, it will be examined and I shall see what can be done.

You refer to the raising of the height of the Pachipara dam by 10 feet. I do not think that you mentioned this in your memorandum of subjects and there are no papers on the subject before me. You yourself say that there is only a proposal for raising the surplus weir of the dam by 5 feet. The P. W. D. must have investigated the possibility of raising the bund itself by 10 feet and must have probably thought that the only alternative is to raise the surplus weir by 5 feet. I have not seen the papers. I shall send for the correspondence and see it.

As regards your request to me to make a personal inspection of the tanks in your *pakuthies*, I shall certainly go over there. Please see me and remind me of it at the Cape where I am likely to go in about twenty days.

57. Roads, tolls and communications.

Mr. T. L. Jackson (Member, South Travancore Planters' Association) first spoke about the Pattanapuram-Vadasserikara road. He said that the Pattanapuram-Koni Section of 10 miles was at present in very bad repair, and in the monsoon hardly passable for traffic. In the present condition of the road, the Member regarded the toll gate put up by Government between the 9th and 10th miles as iniquitous, and requested Government to sanction the provisional estimate for Rs. 5,000 which, he understood, was before them for remetalling and constructing culverts on that portion of the road, and to begin the work at an early date.

The next road about which the Member spoke was the Ranni-Manimalai road. He understood that a sum of Rs. 10,700 had been already sanctioned for metalling the worst portions of the road, and that a portion of that amount had already been spent and a part of the road repaired. He communicated the thanks of his Association to Government for this and expressed the hope that the work would be continued.

The third road the Member referred to was the Quilon-Shencottah road. Portions of this road between Punalur and Shencottah were in very bad order, especially the Ghat section between the 29th and 45th miles. The Member understood that an estimate for Rs. 16,990 had been submitted to Government for sanction. He pointed out that the above-mentioned road being one of the chief outlet roads to British India, and having considerable traffic on it, Government should pay more systematic attention to it, and expressed the hope that the sum would be sanctioned and the work pushed to early completion.

Dewan's reply.—You have mentioned certain roads in regard to which you want money to be spent. You yourself say that allotments have been sanctioned for the improvement of these roads. I know these are roads in which timber traffic is carried on. They are liable to much damage by such traffic. That is why the allotments are made. I shall see that the money is spent and the roads are put in order. I know that the road near Kulathupuzha is very bad. I propose to go there and see it myself. I note the toll gate referred to by you. If the road is one which taps much traffic, I shall not abolish the toll gate. If it only causes inconvenience, it deserves to be abolished. That is a matter for careful consideration.

The Assembly adjourned at 5. 20 P. M.

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